these terms I shall be ready to do ousness who him."

There has been some difference of opinion as to the grades on which it is prudent to place asphalt pavements. Mr. North said that the steepest grade in the city where such a pavement had been put was on a block in Ninety-fourth-st. That was a toper cent grade, while in Washington asphalt had been laid on a 7 per cent grade, and in Syracuse on a 7½ per cent grade.

A BRONX KILLS CANAL.

CALLED TO THE ADVANTAGES OF

city over the Long Island Railroad and landed in the station of the road by way of the East River

scheme that it would materially shorten the distance

saved over the Sandy Hook route, and any one who

tion toward a shorter ocean route to Europe and one which as well should be free from the difficulties incl.

tortuous and troublesome channel which ends at the Narrows. Almost coincident with the first plunge of

deal of money was expended on surveys. Charters

With the blowing out of the rock that bedded Hel

Gate some persons may have thought the beginnin of the end had come; but this was not so. Th

men who had been dreaming of an improvement that

canal-improvement idea from its commencement contemplated the union of the North River and the

with the harbor for shipping at Port Morris. A par

on June 17, 1895. The thunder of cannon, the echoes of martial music, the plaudits of a multitude and

smoke was entirely disproportionate to the size of the conflagration, and those who are thus agreed are

likewise a unit that "Harlem Ship Canal" was a

misnomer. It should have been called Spuyten Duyvi

gineering of the future may have a chance to reveal

the depression in the land at the head of the island.

to be dealt with as a means of straightening the

channel. Then the Harlem River will have to be deepened. A totally different proposition, however, is to be submitted to Congress this winter. That body will be asked to make an appropriation of \$1,500,000 to cut a canal 3,400 feet in length through the Bronx Kills, or, as the local custom has misnamed it, the Harlem Kills. The name is given to a parrow channel extending between Randall's Island

POLITICAL NOTES.

In his speech before the Duluth Board of Trade

Speaker Reed, referring to the necessity of increas

ing the National revenue, mentioned the Dingley bill and appealed to the business men before him to

create a sentiment that would "result in the passing of such a bill as will enable us to establish ourselves

of such a bill as will enable us to establish ourselves as a solvent Nation." For this Mr. Reed is taken to task by "The Jamestown News." "It was the advocacy of this bill," it declares, "the Dingley horizontal tariff bill, when the people were demanding a return to the McKinley tariff, that cost Mr. Reed his opportunity to be a real rival of Mr. McKilley tariff, the St. Legis Convention and the record

Kinley in the St. Louis Convention, and the people

having voted for a restoration of the protective

ments of their election expenses is declared to be sadly imperfect by "The Chenango Telegrapa," The

THE ATTENTION OF CONGRESS TO

ASPHALT IN NEW-YORK.

WATER PURVEYOR NORTH TELLS WHAT

HAS BEEN DONE THIS YEAR.

SOMETHING ALSO ABOUT PLANS FOR THE FUTURE

-IMPROVING FIFTH AND FIRST AVES --

HOW TO COME DOWNTOWN ON

Lying on the desk of Water Purveyor Edward

North when the writer called at his office in the

Tract Society Building a day or two ago to have a

in this city, was a map showing by colors the streets provided with this improvement in the last few

finished early in the coming year.

experiences of this kind in Brooklyn last year, the

New-York City, although asphalt work was not

taken, however, to prevent the asphalt from freez-

NO RISKS TO BE TAKEN.

this sort will be ended soon after the beginning December, as it is thought wise not to take any

just been got under way. These are in One-hundredand-seventeenth-st., between St. Nicholas and Lenand the payement between the railroad

twenty-fifth-st, and the bridge across the Harlem

River. These small jobs can, in Mr. North's opin

ion, be easily completed by December 1, or soon

One of the large pieces of work taken in hand this

year has been the repaying of First-ave., from Twentieth-st. to One-hundred-and-ninth-st. Owing to

the obstructiveness of the railroad companies hav-

ing tracks here, this has been completed only in part, and it cannot be finished before next year. It was found that the rails had in some cases been laid

on top of the original pavement, and in consequence

a considerable distance. The companies did not

tracks brought them to terms. As for paving be-tween the tracks, which the law requires them to

do, they have steadily refused, and still maintain

The only part of this pavement that has been ompleted is that between Twentieth and Thirty-

cond sts., but two other sections are being don-

nd will soon be finished-between Forty-second and

second sts. The rest will have to go over. The railroads which have caused the trouble are the

Belt Line, now a part of the Metropolitan Traction Company, and the Second Avenue Railroad Com-

to Fifty-ninth-st. The contract for this has been

pletion until next year, as important undergrou

Fifty-ninth-st, water mains are to be laid next

partment, after that work is done, will pave Fifth-

which point pavement of this kind har already been

as far as One-hundred-and-thirty-fifth-st. Mr. North intends, if possible, to carry this up to One-

ave, has been paved this year from One-hundred-

At the south end, Fifth-ave, can now be reached from the west side of town by Spring and Macdougal

also Fourth-st. from Macdougal to Broadway. From Second-ave, one can get to Fifth-ave, by way of Stuyvesant-st, and Ninth-st. It is the intention that

Avenue D and the Bowery.

Many people fairly familiar with the city suppose

that they cannot come further downtown on asphalt

(save on the strips recently laid along Hudson-st) than Chatham Square. This is a mistake. By turning from Division-st. into Bayard-st., either Mott, Mulberry or Baxter st. may be reached, and as all three are provided with smooth pavements, as

well as Park-st., Centre-st. can thus be reached

close to Duane-st. Below that point there are no

smooth pavements on the way downtown till you come to Nassau-st., but by Nassau and Broad sts.

there is a practically continuous route to South

REACHING THE FERRIES. It is Water Purveyor North's intention to pave

Roosevelt-st. with asphalt next year, thus giving

a smooth route to one of the East Side ferries, and

tended from Catharine-st, to Jackson-st., within two blocks of the Grand-st. ferry.
On the West Side also the ferries are being made occessible for riders of bicycles. By turning from Macdougal-st. through Washington Place and Barrow-st. smooth pavements will be found all the way to the ferry at Christopher-st., with the exception of one short block. The new asphalt pavement in Eleventh-ave. between Twenteth and Twenty-seventh sts. is almost finished, and both Twenty-seventh sts. have been paved with the same material as far as Thirteenth-ave. The eaphalt in Twenty-sevend-st. ferry; but in crossing the city here now it is necessary to turn down Lexington-ave, to Twenty-first-st, and to return to Twenty-second-st. by Eighth-ave.

first-si, and to return to Twenty-second-st, by Bighth-ave.
Last year One-hundred-and-twenty-sixth-st, was paved with asphalt from Fourth-ave, to St. Nicholas-ave, this year the smooth pavement has been laid as far as Second-ave, and next year it will be extended in the other direction, and carried through Lawrence-st, and One-hundred-and-twenty-ninth-st., to Manhattan-st, as near to the Forty-ninth-st., to Manhattan-st, as near to the Forty-ninth-st., to Manhattan-st, as near to the Forty-ninth-st., be besides the streets aiready named as having been provided with asphalt pavements the present year, mention should be made of Forty-sixth-st., between First and Fourth aves, Seventy-seventh and Seventy-eighth sts, between Avenue A and Third-ave; One-hundred-and-iffteenth-st., between Avenue B and Fifth-ave.

THE ASPHALT STRIPS.

THE ASPHALT STRIPS.

When asked regarding the asphalt strips which have been laid for the benefit of bicyclists in Hudson-st., and in three places in Madison-ave., Mr. North said: "As far as the grades in Madison-ave.

are concerned, the strips or ribbons are undoubt-edly a good thing, and supply a needed public

edly a good thing, and supply a needed public convenience. They are certainly much used by riders of bicycles, who are thus enabled to escape the block pavement where it was thought unwise to put down asphalt the full width of the street on account of the gradients. In Hudson-st. it is not to be expected that the strips will be of much service except early in the morning and after 6 o'clock at night, and, of course, on Sundays. Still, I am told by wheelmen coming downtown during the busy hours of the day that they are able to make considerable use of the strips above Canal-st, while below that point so many trucks and wagons are standing on them that it is practically out of the question to make any use of them. The strips serve to connect the asphalt in Eighth-ave, with that in West Broadway below Chambers-st., and afford a comfortable way of getting downtown on the West Bide when the streets are not occupied."

ASPHALT BLOCKS AND BRICK PAVEMENTS.

material. They have been put down in Manhattan-ave. nearly all the way from One-hundredth-st. to One-hundred-and-tenth-st.; in One-hundred-and-ninth-st., from Riverside Drive to Eighth-ave., with

ninth-st., from Riverside Drive to Eighth-ave., with the exception of one block; in One-hundred-and-thirteenth and One-hundred-and-fourteenth sts. on each side of St. Luke's Hospital, and also in Hamilton Place. The Water Purveyor thinks well of this pavement, although it is somewhat more expensive than sheet asphalt. It is considered better for horses where grades are at all heavy, as they are less liable to slip.

The only brick pavement in the city is one block in Ninth-ave., between Thirteenth and Fourteenth

Comparatively little has been done in New-York

Worth said, with asphalt blocks as a paving

by carrying the asphalt along Fourth-st. to Avenue to the plan, and the steamship companies are field with taking a sympathetic view of it. Of continuous continuous and the Bowery.

Avenue D and the Bowery.

coming within a block or two of two others. Three blocks of Cherry-st. were laid in asphalt last year; it is the expectation that this pavement will be extended from Catharine-st. to Jackson-st., within two blocks of the Grand-st. ferry.

On the West Site also the ferries are being made accessible for riders of bleyeles. By turning from the Macdongal-st, through Washington Place and Barrow-st. smooth pavements will be found all the way to the ferries are being made accessible for riders of bleyeles. By turning from the hardran people want a protective tariff, not a mere aggravation of the inconsistencies of the Wilson-Gorman law, and if he expects to hold a place in the heart of the American people he must give up his petty fealousies and demand a protective tariff that protects—a restoration of the McKinley rate.

d-twenty-fifth-st. to the bridge.

with asphalt as far as Ninetleth-st., above

d-and-thirty-seventh-st., and to lay the same pavement for one block in that street, to with the Madison-ave, bridge, Madison-

The latter has its tracks in First-ave., above

sent to do this until the threat to remove their

the tracks had to be lowered as much as a foc

ir hostile and uncivil attitude.

Fifty-ninth-st.

tracks in Madison-ave.,

vent the cold from affecting them injuriously.

and the results have proved satisfactory, even

essary to cover them at night to pre-

between One-hundred-and-

uit being that the pavements had to be taken up

on the map, while a deep-blue tint

for this year is now being brought to

well as that which is under contract and

Replying to "The Albany Journal's" defence of

trusts, "The Penn Yan Express" declares its unalterable opposition to "The Journal's" position in the matter. "Trusts," it declares, "are increasing

in numbers and oppression of the people.

the number of Government employes under Civil

Service rules. The total number of persons now

by Indians in the Indian Department not under the

in the classified service who are classified by their compensation is 75.344. The rules and regulations A LEXANDER MACGREGOR.

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8:00 A. M. FAST L'AILA-Pullman Buffet Sleeping Cap.

8:00 A. M. FAST L'AILA-Pullman Buffet Sleeping Cap.

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2:00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping and Dining Cars to St. Louis 1:34 A. M., St. Louis 1:34 P. M., Chicago 4:50 P. M., Chicago 4:50 P. M., Chicago 4:50 P. M., Chicago and Cleveland. Arrives Cleveland 11:23 A. M., Chicago and Cleveland. Arrives Cleveland 11:23 A. M., St. Louis 7:34 P.M. SOUTHWESTERN EXPRESS.—Sleeping and Dining Cars to Chicago and Cleveland. Arrives Cleveland 11:23 A. M., Second mominic.

8:00 P. M., PACIFIC EXPRESS.—Pullman Sleeping Cap.

7:10 P. M., Second mominic.

8:00 P. M., PACIFIC EXPRESS.—Pullman Sleeping Cap.

7:11 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping Cap.

7:12 P. M., Second mominic.

8:00 P. M., PACIFIC EXPRESS.—Pullman Sleeping Cap.

7:12 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping Cap.

7:13 P. M., Second mominic.

8:14 P. M., Second mominic.

8:15 P. M., SOUTHWESTERN EXPRESS.—Pullman Sleeping Cap.

7:16 P. M., Second mominic.

8:16 P. M., SOUTHWESTERN EXPRESS.—Pullman Sleeping Cap.

8:17 P. M., Second mominic.

8:18 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping Cap.

8:18 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping Cap.

8:18 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping Cap.

18:18 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping Cap.

19:18 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping Cap.

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4:20 to Easton's A. M., 1:00, 5:30 P. M.
For Wilkesbarre, Pittston, and Scranton, 9:10 A. M.,
1:10, 1:20, 4:15 P. M. Sundays, 4:30 A. M.
1:01, 1:20, 4:15 P. M. Sundays, 4:30 A. M.
1:02, 1:20, 4:15 P. M. Sundays, 4:30 A. M.
1:03, 1:20, 4:35 P. M. Sundays, 4:30 A. M., 1:10,
1:20, 2:30, 4:30, 5:00, 5:00, 5:00, 11:30 A. M., 1:10,
1:20, 3:30 A. M., 1:00, 2:00, 5:00, 5:00 P. M., 12:15 night.
For Harrisburg at 4:30, 8:00, 9:10, 11:30 A. M., 1:10,
1:30, 4:30, 5:00, 5:45 P. M. 12:15 night.
For Sundays, 4:30
A. M., 1:00, 5:20 P. M., 12:15 night.
For Sundays, 4:30
A. M., 5:00 P. M.
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FOR LONG BRANCH, OCEAN GROVE, &c.
For Red Bank, Long Branch, Asbury Park, Ocean
Grove, and points south to Point Pleasant, 4:30, 8:20,
10:45 A. M., 1:30, 1:45, 3:49 to Red Bank, 4:31, 4:40,
1:20, 1:20 For Lance Branch, Asbury Park, Ocean
Grove, and points south to Point Pleasant, 4:30, 8:30,
1:20, 1:32, 6:15 P. M. Sundays (stops at Interlisker for Asbury Park and Ocean Grove, 1:00 A. M., 4:00 P. M.
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A DVERTISEMENTS and subscriptions for The Trad-way, 2d door north of 31st-st., until 8 of clock p. m.; so-vertisements received at the following branch offices are regular office rates until 8 of clock p. m., viz.; 254 Sh-ave. s. c. c., 23d-st.; 152 6th-ave., cor. 12th-st.; Macy'a, 8th-ave. and 14th-st.; 142 Columbus-ave., near West 6th-st.; 156 West 42d-st., near 6th-ave.; 52 East 14th-st.;

MIRIAM COVRIEDE'S Teachers' Agency supplies pro-fessors, turors, trachers, governesses, etc., in all depts, schools carefully recommended, 150 5th-ave., cor 20th-st. Dancing Schools.

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this pride. The compensation varies, the lowest being \$10 a month and the highest \$600 a When whites apply for and obtain any of these places they come under the Civil Service rules. Prior to the orders of the President of May 6 and November 2 the number of persons in the classified service was 55,7%. Under the recent orders 27,563

November 2 the number of persons in the classified service was 55,755. Under the recent orders 27,553 more have been brought in all told. About 4,609 pension examining surgeons in different cities in the United States who are classifiable will be brought in when the necessary data are received, provided they each receive \$290 a year or more. If they feceive less, they will be permitted to do other work and not be classified. There are 1,500 persons who keep lights ourning on the seacoast and navigable streams who are not classified. There are 79 places in the War Department classifiable, but not classified, of which 76 are keeperships of National cemeteries. In the Interior Department are 72 places not classified; 24 of these are for custodians of abandoned military reservations (who receive no pay), some for other custodians, for superintendents and for town-site trustees. When a custom house has less than 5 places they are not classified, and there are 63 such places. In the Library of Congress 29 assistant librarians are not classified. In the Department of Justice there are 5 such places. The total number unclassified in the entire Department is 15.

In the Postoffice Department there are 5 clerks in the postoffice at Floral Park, N. Y. unclassified, because the office has not yet a free delivery. There are 5.55 employes and 2.312 clerks in fourth-class offices classifiable, but not yet brought within Civil Service rules.

There are 4.515 appointments confirmed by the

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New-York lodge of Elies, spoke in a similar fashion.

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A DVERTISEMENTS and subscriptions for The Trib-une received at their Uptown Office, No. 1,242 Broad-way, 2d door north of 3is-sat, until 9 o'clock p. m.; ad-vertisements received at the following branch offices at regular office rates until 8 o'clock p. m., viz.; 254 8th-ave., s. e. cor. 23d-st.; 182 6th-ave., cor. 12th-st.; Macy's, 6th-ave. and 14th-st.; 142 Columbug-ave., near West 66th-st.; 106 West 42d-st., near 6th-ave.; 92 East 14th-st.

the people they should be treated as enemies of the Republic." The worst of these combinations, I thinks, should be taken in hand first. At the head of the list is the Coal Trust. "No intelligent person," it holds, "can defend its existence or claim that it has any right to exist by reason of any good purpose it serves. Its effects are evil and evil only, and the same is true of other great trusts, All sheuld go and that quickly, and upon the Republican party, now freship clothed with power, involves the duty of hastening their death. The Republican party cannot afford to shut its eyes to these evils." rules. The latter are under the several agencies and in the schools. The appointees are designated as farmers, carpenters, blacksmiths, butchers, herders, etc., with policemen, engineers, teachers and clerks. The Indians are proud of these titles and it is the policy of the Government to foster

The efforts of Morrison's bondsmen to escape th responsibility for his \$250,000 embezzlement of Rensselaer County funds moves "The Syracuse Post" to remark that "if bendsmen can repudiate their bonds and escape liability on the flimsy excuse set up in Rensselaer County, then no community in the State is safe."

To a personal friend Mr. Platt recently expressed himself regarding the Senatorship substantially as "Yes, I suppose I will have to take it. Hackett wants the place and so does Lauterbach. To support one or the other would cause trouble. They are both my friends, and to avoid trouble I suppose I shall have to accept the nomination."

CONDEMNED BY THE ELKS.

THE TRICK WHICH COST MR. CURRY'S LIFE AROUSES WIDESPREAD IN-

DIGNATION.

eature as found its way into an initiation, whether

the subject, it appears that the feature of the initia-tion by which Mr. Curry was injured was not a Elks. It is even asserted that the introduction of It remains to be seen whether the public prose-cutor will take any action in the case, and whether

th of which have smooth pavements, as has urth-st. from Macdougal to Broadway. From ave. one can get to Fifth-ave, by way of ant-st. and Ninth-st. It is the intention that roach shall be provided further downtown

shall be vasily surprised if the Des Moines lodge does not cease to exist as soon as the Grand Lodge has time to act."

Thomas F. Brogan, the presiding officer of the shall be vastly surprised if the Des Moines lodge the New-York lodge," said he, "or, for the matter of that, in any well-regulated lodge of Elks in the

"I cannot speak with authority, of

mitted the outrage."

The death of Mr. Curry under such circumstances has given rise to a deal of comment on the different forms of initiation said to be countenanced by some of the secret fraternitles. Nobody wonders at foolish pranks played by college boys in their fraternity initiations, but it is a matter of surprise to many people that grown men, who do not manifest any symptoms of immaturity in other ways, should any symptoms of immaturity in other ways, should still find pleasure in perpetrating upon a helpless victim pranks, many of which are childish, and some of which are criminally foolish. The bare possi-bility of a fatal termination to any form of inita-tion, it might be thought, would be sufficient to deter reasonable beings from either submitting to it or perpetrating it.

POPULISTS AND TARIFF LEGISLATION.

Washington, Nov. 21 (Special).—M. W. Howard, the Middle-of-the-Road Populist who was re-elected a 23 Court St. Brooklyn, and other principal Americ, and Europ. cities. Term begins now. Representative in Congress from the VII:h Alabama District, has arrived in Washington. He was in full paign, and the latter delivered several speeches to aid him in his district. Mr. Howard declares that there will be no more fusion of Populists and Democrais for the benefit of the Democratic party, and that "the free-silver men will have to come to the Populist party, which is the party of the people, which should have led in the recent fight, as it certainly will in the next one." On the subject of the tariff Mr. Howard said: "So far as I am personally ncerned, I intend to vote for as high a tariff as car be obtained, either at the coming session of Congress

CUT SHORT. AFFECTED TOUNG POET-DO, MISS BELLA, GRANT ME ONE FAVOR. LET ME AEK YOU-MISS BELLA-I KNOW WHAT YOU'RE GOING TO SAY, YOU WANT ME TO LEND YOU A HAIRPINI

nates as "curiosities of the first rank." "If a candidate did spend money bribing voters he would be the greatest of donkeys," It adds, "if he swore to the fact, paving the way to a nice long term in the pententiary for bribery. If he was wicked enough to buy votes, he would be wicked enough to perjure himself by swearing that he did not." From an old text, the use of money in politics "The Binghamton Herald" preaches a sermon abounding in local illustrations. "Nowadays," it declares, "the man who becomes a candidate for a position which pays a paltry \$1,200 a year, is ex-pected to spend anywhere from \$200 to \$600 before he obtained, either at the coming session of Congress or at the next, and I think that will be the course of other Populist members. I will do this whether I am in favor of it or not. We will try the gold standard and high tariff together, and let the Republicans demonstrate afterward whether it is benefiting the country. I don't believe the Populist Senators will obstruct tariff legislation. I do not believe thete will be any tariff legislation at the coming ses-sion." pected to spend anywhere from \$200 to \$200 before the votes are cast, and sometimes larger sums than the entire salary of the office." And it mentions Mr. Belden's expenses of \$12,000 for a \$10,000 place; Lieutenant-Governor Woodruff's \$10,000 disburse-ments; another case of a Presidential Elector, who spent \$1,756; of the candidate for Sheriff of Broome County, who spent \$800, and Mayor Greene of Bing-